extending through said cylindrical opening and being slidable therewith, said rod having a pin which catches the underside of said brake pedal shaft and pulls it upward in a decompressed position; and locking means for locking the position of the rod and pin such that the that the brake pedal cannot be depressed.

In still a further embodiment, the present invention is directed to a device for locking the brake of a vehicle and preventing its theft comprising: a base member for a placement on the floorboard of a vehicle beneath a brake pedal; a steel U-shaped housing extending downward and having a first arm attached to the base and having a second shorter arm defining an opening for receiving of a brake pedal shaft, said space between the first and second arms defining a slot for receiving the brake pedal shaft and permitting its full extension upward through said slot, said first arm having a cylindrical opening extending therethrough and collinearly with said slot; a serrated rod extending through said cylindrical opening and being slidable therewith, said rod having a pin at a first end for catching the underside of said brake pedal shaft and a handle at a second end for pulls it upward in a decompressed position; and locking means adapted to lock the serrated rod for locking the position of the rod and pin such that the that the brake pedal cannot be depressed.

BRIEF DESCRIPTION OF THE FIGURES

FIG. 1 is an elevational view of the brake anti-theft device of the present invention.

FIG. 2 is an elevational view of the handle and lock pin utilized with the brake lock mechanism of the brake anti-theft device of the present invention.

FIG. 3 is an elevational view of the brake anti-theft device of the present invention in an inactive position.

FIG. 4 is an elevational view of the brake anti-theft device of the present invention in an activated state.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

The brake anti-theft device of the present invention is now described with reference to the enclosed Figures wherein the same numbers are utilized where applicable. In general, the present invention is a device specifically designed to lock the brake pedal of a motor vehicle in an up or non-depressed state. Because since 1990, vehicles manufactured for sale in North American cannot start without the depression of the brake pedal, the invention is specifically designed to prevent the brake pedal from being depressed thus, thereby disabling the vehicle and preventing its theft and use. A particular feature of the present invention is that it is intended to be utilized by the driver or operator from the comfort of the driver's seat of the vehicle without any need for the driver to get down on his hands or knees or crouch in order to place or adjust the system.

Referring now to FIGS. 1 to 4, the brake anti-theft device of the present invention 10 comprises a base 12 which is placed on the floor of the vehicle adjacent to the brake pedal and shaft 13. The base 12 thereby is affixed flush to the floorboard of the vehicle directly below the brake pedal and pedal shaft 13.

Extending from the base 12 is a U-shaped steel housing 14 which extends downward. The U-shaped housing comprises two arms 16, 18. One arm 16 of the U-shaped housing is shorter than the other 18 thereby defining an opening 20 which extends to a slot 22 defined by the space between the legs of the U-shaped housing. The opening 20 facilitates the placement and removal of the brake pedal shaft 13.

In a preferred embodiment, slot 22 should have an approximate width of the steel brake pedal shaft 13 such that the brake pedal shaft 13 extends through the slot and up to a extended position. In this position, the pedal can be depressed freely as it extends downward through said slot 22.

The invention further comprises a locking mechanism 24 associated with a first arm 18 of the U-shaped housing. The second leg 18 of the U-shaped housing 14 includes a cylindrical tube 24 designed to encase a slidable locking pin 26 which is attached to the end of an extendible rod 28. The rod 28 contains machined lock ratchets or serrations 30 which extend out the tube of the rectangular steel housing to a locking mechanism 32. The second end of the rod 28 comprises a handle 34 which is used to pull the rod upward.

The preferred locking mechanism or means 32 which is utilized in the present invention may be a commercially available key operated steering wheel locking mechanisms. There are other locking mechanisms suggested by the present invention including combination locks. Locks the machine locked ratchets 30 at the appropriate point. As shown most clearly in FIG. 4, as the rod 28 extends upward, the pin 26 enters the slot 22, pulls up (Arrow A) and secures the bottom of the brake petal shaft 13 so that it cannot be depressed. In this position, after being locking into place by pin 26, the brake pedal shaft cannot be depressed.

The operation of the present invention is now described with reference to the enclosed Figures and most particularly FIGS. 3 and 4. The driver or operator desiring to utilize the device 10 will unlock the device and lower the pin 26 all the way down to the base 12. The base 12 will then be placed on the floor board 35 under the brake and shaft 13. The brake pedal shaft will then extend through the opening 20 in the U-shaped housing and into the slot 22 with the base positioned squarely on the floor board of the vehicle. The operator will then pull up the handle 34 (Arrow B) thus raising the locking pin 26 upward into the slot 22 and securing the base pedal 13 at its bottom in an upward position. The vehicle operator will then lock the device in this position using the lock mechanism such that the brake pedal cannot be depressed, thereby disabling the operation of the engine and vehicle.

The present invention has been described with reference to a preferred embodiment. It is to be appreciated that other embodiments fulfill the spirit and scope of the present invention and that the true nature and scope of the present invention is to be determined with reference to the claims appended hereto.

I claim:

1. A device for locking the brake of a vehicle and preventing the theft of said vehicle comprising:

a base member for a placement on the floorboard of said vehicle beneath a brake pedal and a brake pedal shaft;

a U-shaped housing extending downward and having a first arm attached to the base and having a second shorter arm defining a gap for receipt of the brake pedal shaft, said space between the first and second arms defining a slot for receiving the brake pedal shaft and permitting the full extension of said brake pedal shaft upward through said slot; and

a locking mechanism associated with the first arm for locking the underside of the pedal shaft within the slot such that the brake pedal cannot be depressed.

2. The device of claim 1 wherein said locking mechanism is activated by a key.

3. The device of claim 1 wherein said locking mechanism is activated by a combination.

4. A device for locking the brake of a vehicle and preventing the theft of said vehicle comprising:

a base member for placement on the floorboard of said vehicle beneath a brake pedal and brake pedal shaft;

a metallic U-shaped housing extending downward and having a first arm attached to the base and having a second shorter arm defining an opening for receiving the brake pedal shaft, said space between the first and second arms defining a slot for receiving the brake pedal shaft and permitting the full extension of said brake pedal shaft both upward and downward through said slot, said first arm having a cylindrical opening therethrough;

a rod extending through said cylindrical opening and being slidable therewith, said rod having a pin which catches the underside of said brake pedal shaft within the slot and pulls the brake pedal shaft upward in a decompressed position; and

a locking mechanism for locking the position of the rod and pin such that the brake or clutch pedal cannot be depressed.

5. The device of claim 4 wherein said locking mechanism is activated by a key.

6. The device of claim 4 wherein said locking mechanism is activated by a combination.

7. A device for locking the brake of a vehicle and preventing the theft of said vehicle comprising:

a base member for a placement on the floorboard of the vehicle beneath a brake pedal and brake pedal shaft;

a stainless steel U-shaped housing extending downward and having a first arm attached to the base and having a second shorter arm defining an opening for receiving the brake pedal shaft, said space between the first and second arms defining a slot for receiving the brake pedal shaft and permitting the full extension of said brake pedal shaft both upward and downward through said slot, said first arm having a cylindrical opening extending therethrough and collinearly with said slot;

a serrated rod extending through said cylindrical opening and being slidable therewith, said rod having a pin at a first end for catching the underside of said brake pedal shaft within the slot and a handle at a second end for pulling the brake pedal shaft upward in a decompressed position; and

a locking mechanism adapted to lock the serrated rod and pin in position such that the brake pedal cannot be depressed.

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